

LBJ
Corridor
Study

LBJ Corridor Study

Public Hearing


I.H. 635 (LBJ Freeway - West Section)
From: Luna Road
To: U.S. 75
Dallas County

Holiday Inn Select Dallas North
2645 LBJ Freeway
Dallas, Texas 75234

Thursday, June 5, 2003 - 7:00 pm

Planning Phase

LBJ West Section Public Hearing
June 5, 2003




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Charles R. Tucker, P.E.
Director of Transportation Planning & Development

TxDOT – Dallas District

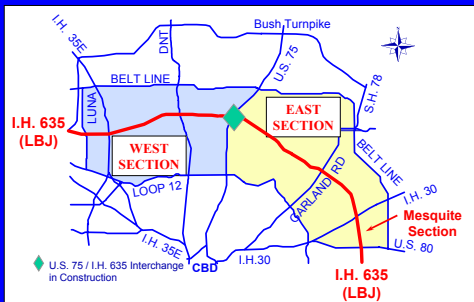
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Study Sections



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Agenda

Welcome and Introduction
Charles Tucker, P.E. – TxDOT – Director of TP&D
History of the Project
Matthew MacGregor, P.E. – TxDOT – LBJ Project Manager
Project Design and Environmental Presentation
Tom O'Grady, P.E. – HNTB – Project Manager
Right-of-Way Acquisition Process and Relocation Assistance Policy
Gary Leuba – TxDOT – District Right-of-Way
Recess (20 minutes)
Opportunity for Public Comment
Adjourn

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Purpose

Purpose of this Public Hearing

1. Inform citizens of the status of planning on the project and present the recommendations based on studies performed to date.
2. Describe the recommended location and design so that those attending can determine the project's potential to affect their lives and property.
3. Provide citizens an opportunity to present information and their views at a stage in the planning process when flexibility to respond to comments still exists and before location and final design decisions are finalized.
4. To develop a record of public views and participation to accompany recommendations for subsequent decisions.

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Document Availability

Schematic and Environmental Assessment
available for viewing at:

TxDOT-Dallas District LBJ Project Office 4777 E. Hwy 80 Mesquite, TX 75150	Dallas Area Rapid Transit 1401 Pacific Avenue Dallas, TX 75266
City of Farmers Branch 13000 Wm. Dodson Pkwy. Farmers Branch, TX 75234	City of Dallas 1500 Marilla Street Dallas, TX 75201
Dallas County 411 Elm Street Dallas, TX 75202	

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Matthew E. MacGregor, P.E.

LBJ Project Manager

TxDOT – Dallas District


LBJ Project Office

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Project Status
Simple Version


- 1 Dallas High Five
 - ✓ Under Construction - Completion by Jan 2007
- 2 Mesquite Section
 - ✓ Public Hearing - May 7, 2002
 - ✓ Environmental Clearance - Sept. 6, 2002
 - ✓ Phase I Under Construction – Completion by Nov 2003
- 3 East Section
 - ✓ Public Hearing - October 10, 2002
 - ✓ Environmental Clearance – January 30, 2003
- 4 **West Section**
 - **Public Hearing – June 5, 2003**
 - **Environmental Clearance–To be determined**

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Project Status
Detailed Version


- **Mesquite Section:**
 - ✓ Schedule and Hold a Public Hearing - May 7, 2002
 - ✓ Environmental Clearance - September 2002
 - ✓ TxDOT Letting - Phase I (Open Bids) - November 2002
 - ✓ Notice to Proceed (Begin Construction) - January 2003
 - ✓ Substantial Completion (Towne Centre Dr Bridge) - Nov 2003
- **East Section:**
 - ✓ Schematic Approval to hold a Public Hearing - May 2002
 - ✓ Environmental Assessment Approval to hold Pub Hrg - Aug 2002
 - ✓ Schedule and Hold Public Hearing - October 10, 2002
 - ✓ Receive Environmental Clearance - January 30, 2003
- **West Section:**
 - ✓ Schematic Approval to hold a Public Hearing - June 2002
 - ✓ Environmental Assessment Approval to hold Pub Hrg - May 2003
 - ➔ Schedule and Hold Public Hearing - June 5, 2003
 - ➔ Receive Environmental Clearance - October 2003 (Target)

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The LBJ Challenge

- ➔ **Balanced trip patterns**
 - Local 20%, Origin 22%, Destination 31%, Through 27%
- ➔ **Peak traffic levels for 12 hours a day**
- ➔ **Continued traffic growth in non-peak hours**
- ➔ **Increased traffic to arterial street system**
- ➔ **Increased frequency of incidents**
- ➔ **Less trip predictability**

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Recipe for Success

Brisket

- Step 1 - Add Seasoning
- Step 2 - Cook on a low temperature
- Step 3 - Cook for a long time
- Step 4 - Serves many people with thin slices



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Recipe for Success

Highway Planning

- Step 1 - Include everybody
- Step 2 - Manage the anxiety level
- Step 3 - Have a LOT of meetings
- Step 4 - When ready, hold a Public Hearing



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LBJ Public Involvement

Planning to Improve LBJ

> 200 Meetings

71 Meetings

26 Meetings

LBJ Community

LBJ Technical Support Team

LBJ Planning Advisory Committees

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"Road Trip"

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"Road Trip"

Public Involvement
Managed Lanes
Computer Visualization
Focus Groups
Input Surveys
Implementation Partnerships
Outside Facilitation
Planning Advisory Committees
LBJ Web Site

LBJ Executive Board Dallas High Five Interim HOV Lanes
Citizens Response Coalition Tunnels Frontage Road Bypass Lanes
Traffic & Revenue Studies Economic Analysis MIS Video

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"Trip" Highlights

- ♦ April 1987 - IH 635 Corridor Study Begins
- ♦ Late 1991 - Local Opposition for Corridor Begins to Form
- ♦ Aug 1992 - Public Hearing for US 75 Interchange
- ♦ Nov 1992 - Corridor Returns to Feasibility
- ♦ April 1993 - LBJ Kickoff Meeting
- ♦ Dec 1993 - Change in Project Managers
- ♦ Feb 1995 - Criteria Set 1 - Initial Screening
- ♦ Sep 1996 - LBJ Executive Board LPA Report
- ♦ Dec 1996 - Adoption into 2020 Mobility Plan
- ♦ Jan 1996 to Present - Ongoing Planning Phase
 - PAC Meetings, Public Meetings, Value Engineering, Design Charette
- ♦ 2002 - 2003 - Hold Public Hearings and Finalize

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PAC Meeting Summary

- **PAC Mtg. 1 - Kick Off Meeting (April, 1997)**
 - Overview of the Planning process
- **PAC Mtg. 2 - Evaluation Criteria (July, 1997)**
 - Identified criteria which will help make early decisions
- **PAC Mtg. 3 - Schematic Options (November, 1997)**
 - New Frntg Rds, Ramping Changes, HOV Access, I-635/US 75
- **PAC Mtg. 4 - More Schematic Options (Feb., 1998)**
 - Options Status Update (Draft Recommendation)
- **PAC Mtg. 5 - Draft Recommendations (May, 1998)**
 - PAC provided input and reaction to schematic options
- **PAC Mtg. A - Urban Design Enhancements (July, 1998)**
 - Preliminary schemes for columns, walls and rails presented
- **PAC Mtg. 6 - Recommendations (September, 1998)**
 - Provide West recommendations for unresolved issues

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PAC Meeting Summary


- **PAC/Public Mtg. 7 - Preliminary Recommendation (January, 1999)**
 - Open House followed by Public Meeting for West Section
- **PAC Mtg. 8 - Value Engineering Update (April, 1999)**
 - Project Update. Value Engineering recommendations presented
- **PAC/Public Mtg. 9 - Draft Schematic Presented (August, 1999)**
 - Open House followed by Public Meeting to present West Section Draft Recommendation
- **PAC Mtg. 10 - West Section Recommendation Update (December, 1999)**
 - Project Update. Urban Design Study, Noise Analysis Update, Schematic Design Update

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PAC Meeting Summary




- **PAC Mtg. 11 – West Section Schematic Update (April, 2000)**
 - Project Update, Midway/DNT Update, Hillcrest/Merit Update
- **PAC/Public Mtg. 12 – Schematic Update (November, 2000)**
 - Open House followed by Public Meeting to present Draft Schematic and Environmental Update

For additional information about these PAC Meetings, please visit:
www.dallashighfive.org - LBJ Corridor Project link
or
www.dot.state.tx.us/dal/mis/ih635/lbjhome.htm

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High Five

FUTURE LBJ/CENTRAL EXPRESSWAY FIVE LEVEL INTERCHANGE
Taking LBJ/Central to new Heights




project overview | closures & detours | schedule/progress | FAQ | traffic cameras | contact us

closures & detours

- Daily Lane Closures
- Changing Lane Closures


segment director



• Segment Director Animation

related web sites


- Texas Department of Transportation
- TxDOT Dallas District
- Metro Lane Closures
- LBJ Corridor Project
- Other Related Sites



LBJ Corridor Project


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Steps to an Improved LBJ



Feasibility
Major Investment Study


Planning
Schematic Design Drawings and
NEPA Documents

Design
Construction Plans
(Plans, Specifications & Estimates)

Construction
Improved LBJ

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Thomas D. O'Grady, P.E.


Project Manager

HNTB Corporation




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Major Investment Study



- Transportation Study for complete 21 mile corridor
- Evaluated wide range of multi-modal alternatives
- Two-stage evaluation process was used
- Developed number of lanes, preliminary ramp locations and general overall design
- Preferred alternative differed by segment:
 - IH 35E to US 75 - West Section
 - US 75 to Skillman - East Section
 - Skillman to IH 30 - East Section
 - IH 30 to US 80 - East Section

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Major Investment Study

for the

I.H. 635 (LBJ Freeway) Corridor

Luna Road to U.S. 80
Dallas County, Texas


CSJ: 2374-01-068
2374-02-053

Conducted by
Texas Department of Transportation


In Cooperation with
Dallas Area Rapid Transit
Texas Turnpike Authority
North Central Texas Council of Governments


Prepared by
HNTB Corporation

December 1996



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[1] - Revise Lane Designation to Reflect 6 ML + 4 VAR + 4 EX
[2] - Revise Lane Designation to Reflect 8 ML + 4 HOV + 4 EX

← Worse - - - - , - - , - : ○ - ♦ , ♦♦ , ♦♦♦ - Better →



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West LPA Josey to Midway

8 Mainlanes + 6 Managed HOV Lanes
Cut-and-Cover Box under Frontage Roads

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West LPA Midway to Preston

8 Mainlanes + 6 Managed HOV Lanes

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West LPA Managed HOV Tunnels

8 Mainlanes + 6 Managed HOV Lanes
Mined Tunnels

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Managed HOV Tunnels

→ Shifted south

→ "Longest, Widest, Mined Auto Tunnels in U.S."

→ Basic dimensions – 60 feet wide by 30 feet tall

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Schematic Design & Environmental Doc.

- Focused on many unresolved issues to develop schematic design (i.e., ramp locations, cross street designs, Managed HOV access locations)
- Worked closely with Cities, DART, NTTA and Planning Advisory Committees to develop details
- Innovative tunnel solutions to accommodate Managed HOV facilities
- Designed in coordination with improvements to IH 35E north and south of IH 635
- Final schematic design for the West Section is available for viewing during the break

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Frontage Roads

— New Frontage Roads

..... Existing Frontage Roads

◆ U.S. 75 / I.H. 635 Interchange in Final Design

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Ramp Modifications

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IH 35E/IH 635 Interchange

- Design is available for viewing during the break
- Complete reconstruction of the interchange
- Three-lane connectors
 - Westbound IH 635 to Southbound IH 35E
 - Northbound IH 35E to Eastbound IH 635
- Continuous frontage roads added along IH 635
- Designed in coordination with improvements planned for IH 35E north and south of IH 635

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Managed HOV Access Locations

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Managed HOV Lanes?

Express Lane
HOV Lane
HOT Lane
Integrated
Toll Lane
Special Use

↓

Managed HOV Lane

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What is Value Pricing?

- It entails fees or tolls for road use which could vary with the:
 - Level of Congestion (Volume Based)
 - Time of Day (Peak, Off-Peak, ?)
 - Occupancy (SOV, 2+, 3+, ?)
 - Vehicle Type (Auto, Bus, Freight, ?)

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Why Managed HOV Lanes?

- **Manage** the traffic flow through use of ITS
- Provide a more **predictable** trip for HOT Lane users
- **Mobility driven** to encourage HOV usage in the peak periods and longer trip movements for SOV's in the off-peak
- Improved **safety** by sorting or slotting of traffic
- Improved regional **air quality** by increasing **person trips**
- **Accelerate** project completion through pooling and leveraging funding sources. Possible use of Bonds.
- Generate a **revenue bonus** for this and other projects
- Annual Revenue could range from **\$16 to \$27 million** by 2015
- Opportunity for **funding** through TEA-21 Value Pricing Pilot Program, the TIFIA Program and others

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Value Pricing - How does it work?

A Possible Scenario

	Mainlanes Mixed Flow	HOT - Lanes HOV & SOV	Mainlanes Mixed Flow
1 Morning Peak	Free	HOV - Free SOV - \$\$\$	Free
2 Midday Off-Peak	Free	HOV - Free SOV - \$\$	Free
3 Evening Peak	Free	HOV - Free SOV - \$\$\$	Free
4 Late Night Off-Peak	Free	HOV - Free SOV - \$	Free

HOV - High Occupancy Vehicle
SOV - Single Occupant Vehicle

LBJ Value Pricing

Range of Scenarios

- 2+ HOV Free
- 3+ HOV Free
- Van Pools Free
- Transit Free
- All Toll
- Other

Key Challenges

- Occupancy Detection
- Operational Enforcement
- Toll Collection
- Trip Reliability

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LBJ Value Pricing - Benefits by Mode

- SOV - Opportunity for buy-in on lanes
- HOV - Continued support for carpool incentive
- Bus - Increased reliability and connections to stations
- Rail - Direct access to/from lanes at stations
- Van Pool - Increased reliability and available parking
- Motorcycle - Free Access to lanes for safety
- Bike - Future trail interface at station locations
- Pedestrian - Opportunity to build more spacious connections
- Freight (Small) - Access to lanes for delivery & service
- Freight (Large) - Improved flow on mainlanes
- Service Vehicles - Increased reliability.

Note: Station = Light Rail Stations and Park-n-Ride Lots

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LBJ Environmental Assessment

Basic Outline

1. Description of the Proposed Action
2. Discussion of Existing Facility
3. Alternatives
4. Potential Social, Economic, and Environmental Effects of the Proposed Action
5. Items of a Special Nature
6. Conclusion
7. Appendices

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LBJ Environmental Impacts Evaluated

- Land Use
- Farmlands
- Social
- Relocation
- Economic
- Joint Development
- Pedestrian & Bicycle Facilities
- Air Quality
- Traffic Noise
- Water Quality
- Permits
- Wetlands
- Water Body Modifications and Wildlife
- Floodplains
- Wild and Scenic Rivers
- Threatened or Endangered Species
- Historic and Archeological Preservation
- Hazardous Waste Sites
- Visual
- Energy
- Construction
- Short term uses of environment vs. enhancement of long term productivity
- Irreversible and irretrievable commitments of resources

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LBJ Environmental Findings

- Conclusion - No significant environmental impacts are expected to occur
- Thirteen noise walls are feasible and reasonable
- ROW impacts for the 8.9 mile West Section have been estimated at 34.4 acres and there are approximately 114 total properties impacted with displacement impacts to 23 properties (no impacts to single-family homes).
- Transportation service improved for area
- Proposed action is consistent with Mobility 2025 Update and the Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990 by the US DOT on Oct. 19, 2001

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Noise Study

- ➔ Final schematics presented at Public Hearing include thirteen justified noise walls
- ➔ Independent meetings will be held with adjacent property owners in noise wall areas
- ➔ Adjacent property owners vote on noise wall
- ➔ Appearance of wall will be part of the aesthetic design with input from adjacent property owners

The noise wall implementation process is ongoing and will continue into the design phase of the project.

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Noise Wall Locations

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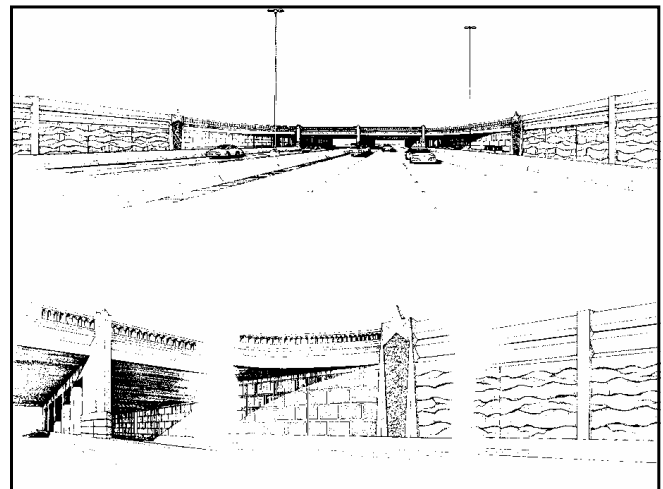
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Urban Design

- ➔ What will be "The Look" of the LBJ Freeway?
- ➔ Includes Landscape and "Hardscape" design
- ➔ A Preliminary Urban Design Study was conducted and results were presented at Planning Advisory Committee meetings
- ➔ General corridor analysis and guidelines were set as part of current study
- ➔ More extensive effort expected during the early design phases of the project

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ROW Impacts

Additional ROW by Land Use

Location	Parcels	Acres	Displacements
Commercial	80	23.3	22
Office	19	8.5	1
Residential (Multi-family)	4	0.2	-
Residential (Single family)	7	0.3	-
Church	1	0.3	-
Vacant	3	1.8	-
Total	114	34.4	23

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Project Costs

Schematic Construction Costs

LBJ West Section - Luna Road to US 75

Project	Cost (\$ Millions)
IH 35E Interchange (Luna to Webb Chapel)	270.6
West Section Tunnel & Transition Sections (Webb Chapel to Merit)	587.9
LBJ Mainlanes and Ramps between Portals (Midway to Preston)	77.6
Early Frontage Roads (Hillcrest to Merit)	24.5
Total	\$960.6

Note:


1. Does not include US 75 / IH 635 Interchange Costs of \$261.9 Million.
2. Preliminary Cost Estimate based on Schematic Drawings. Costs will continue to be updated as more detail is developed.
3. Costs do not include engineering, E&C, surveying and testing.
4. Costs do not include ROW or utility relocation costs.

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Steps to an Improved LBJ



Feasibility
Major Investment Study


Planning
Schematic Design Drawings and
NEPA Documents

Design
Construction Plans
(Plans, Specifications & Estimates)

Construction
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Timing for Project Improvements



LPA Tasks	YEAR													
	97	98	99	00	01	02	03	04	05	06	07	08	09	10
75/635 Interchange														
Mesquite Section														
East Section														
West Section														

Legend:


- Planning
- Final Design, ROW, Utilities
- Construction

Planning Target Dates:

- Mesquite September 2002 (Complete)
- East Section January 2003 (Complete)
- West Section October 2003 (Target)

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FONZI





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FONZI



- F - Finding
- O - of
- N - No
- Z - Zignificant
- I - Impact


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FONSI

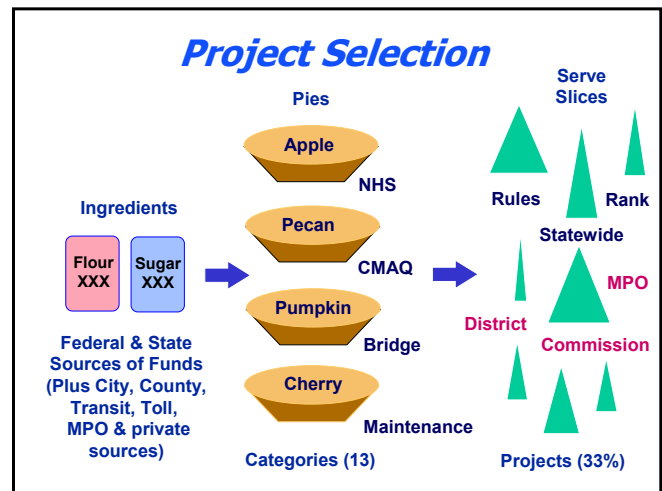
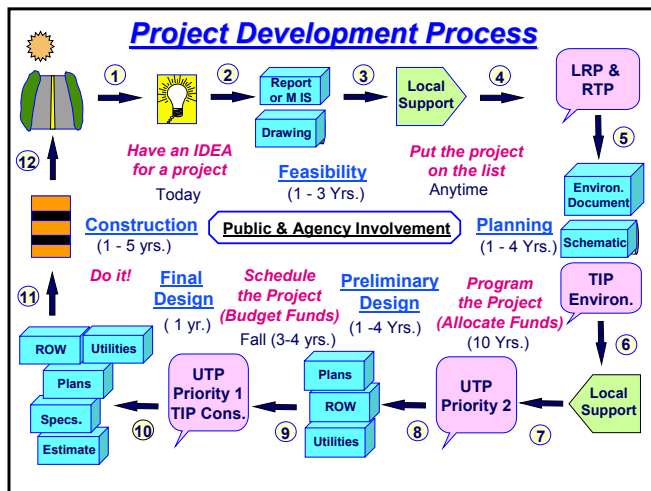


- F - Finding
- O - of
- N - No
- S - Significant
- I - Impact

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IH 635 (LBJ Freeway) Funding Update

Identified and Secured Funding:

- 2003 City of Dallas Bond Election (\$10 million)
- 2001 and 2003 Federal Appropriations Acts (\$6.4 million)
- East Section Early Frontage Road (\$5.3 million)
- West Section Early Frontage Road (\$24.5 million)
- Mesquite Section (\$22.3 of \$28.9 million)

Additional Sources of Funding:

- NCTCOG (MPO) Partnership Program
- Dallas Area Rapid Transit
- Additional Local City Participation (Dallas & Farmers Branch)
- Dallas County
- TxDOT (TTA) Revenue Bonds
- NTTA
- FHWA (Federal Categories)
- TxDOT (Federal Matching Requirements & State Categories)
- Other (Private, TIFIA Loans, ...)

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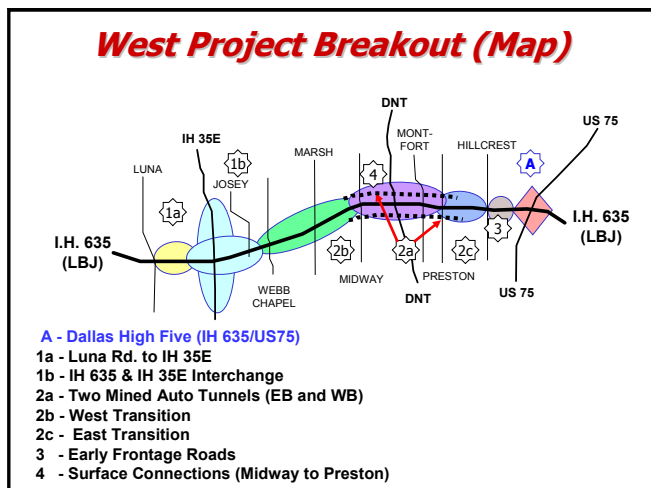
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Current West Section Focus (Completed or Near Term Projects)

- DART Light Rail Extension Plans IH 35E Line Segment (Planning and Design)
- Jossey, Marsh, Midway & Preston Intersections (Under Construction)
- Webb Chapel and Montfort Intersections (Design)
- Early Frontage Roads – Hillcrest to Merit (Design)
- Dallas High Five (Under Construction)
- Incident Management Center, Cameras and Signs
- Interim HOV Project & S-ramp Connection (Completed)
- West HOV EB Extension at IH 35E (Completed)
- Frontage Road Auxiliary Lanes Between Preston & Hillcrest (Completed)
- DNT – Add NB lane thru the IH 635 Interchange Area (Under Construction – Soon)
- Churchill Way Bridge & Ramp Connection (Design)

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West Section Project Breakout by Location, Cost and Length

	Cost	Length
1a. Luna to IH 35E	30.7	0.90 miles
1b. IH 35E/IH 635 Interchange	239.9	1.93 miles
2a. Two Mined Auto Tunnels	230.0	1.92 miles
2b. West Transition	237.9	2.35 miles
2c. East Transition	120.0	1.78 miles
3. Early Frontage Roads	17.8	0.83 miles
4. Surface Connections	77.6	2.05 miles

Notes: Construction costs are in millions of dollars. Projects are generally listed from West to East and are not prioritized.

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West Section Construction Costs and Right-of-Way by Project

	Cost	Parcels	Disp.
1a. Luna to IH 35E	30.7	0	0
1b. IH 35E/IH 635 Interchange	239.9	36	17
2a. Two Mined Auto Tunnels	230.0	2	0
2b. West Transition	237.9	15	0
2c. East Transition	120.0	15	6
3. Early Frontage Roads	17.8	14	0
4. Surface Connections	77.6	32	0

Notes: Construction costs are in millions of dollars.
There are 23 parcels identified as displacements.
Projects are generally listed from West to East
and are not prioritized.

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Current West Section Focus (Long Term)

- Complete the Dallas High Five Interchange (A)
 - Currently ahead of the Jan 2007 Completion Date
- LBJ Freeway and Managed HOV Lanes (2a, 2b, 2c)
 - Goal is to begin work prior to Dallas High Five completion
- Extend Improvements down IH 35E to Loop 12
 - Connections made to help load and unload Managed HOV lanes
- IH 35E/IH 635 Interchange (1a and 1b)
 - Explore an accelerated schedule or phased sections beyond what is needed for the Managed HOV lanes
- Early Frontage Roads – Hillcrest to Merit (3)
 - Goal is to begin work prior to Dallas High Five completion
- Surface Connections with the DNT (4)
 - Goal is to begin work prior to Dallas High Five completion

Note: Depending on scheduling, funding, progress of work in a given area, and other issues could affect where current work efforts are focused.

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Project Advancement Steps (Conventional Approach)

- ✓ Develop Design Schematic
- ✓ Prepare Environmental Document
- ✓ Hold Public Hearing (June 5, 2003)
- Address Comments and Document (2 months)
- Submit to Austin for FHWA Approval
- Receive a FONSI (Goal October 2003)
- ❑ *Design-Bid-Build (Sequential Approach by Project)*
 - Begin Design and Right-of-Way Process
 - Begin Utility Relocations (As ROW is Acquired)
 - Begin Construction (As Progress Permits)

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Project Advancement Steps (Exclusive Development Agreement)

- ✓ Develop Design Schematic
- ✓ Prepare Environmental Document
- ✓ Hold Public Hearing (June 5, 2003)
- Address Comments and Document (2 months)
- Submit to Austin for FHWA Approval
- Receive a FONSI (Goal October 2003)
- ❑ *Exclusive Development (Concurrent Approach all at once)*
 - Begin Design and Right-of-Way Process
 - Begin Utility Relocations (As ROW is Acquired)
 - Begin Construction (As Progress Permits)

Planning
Phase

LBJ West Section Public Hearing
June 5, 2003

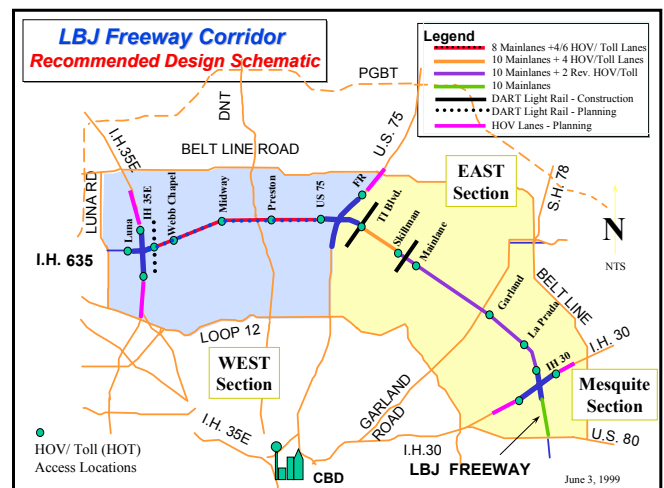
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Underway and Future Items (Exclusive Development Agreement)

- Develop the Geological and Geotechnical Program
- Prepare Scope of Services for an Investment Grade Traffic and Revenue (T&R) Study
- ✓ Hold Public Hearing (June 5, 2003)
- Secure Services of Procurement Engineer/Program Manager (PE/PM)
- Initiate Request for Qualifications (RFQ) from Prospective EDA Teams
- ✓ Receive a FONSI (Goal October 2003)
- ❑ Initiate Request for Proposals (RFP) from Short Listed EDA Teams
- ❑ Evaluate, Select and Negotiate EDA Team
- ❑ Complete T&R Study and Financial Plan
- ❑ Provide Notice to Proceed to EDA Team

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LBJ West Section Public Hearing
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"Road Trip"

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"Road Trip"

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Project Advancement Steps

- ✓ Develop Design Schematic
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Project Costs

Overall Cost Summary

LBJ West Section – Luna Road to US 75

	Cost (\$ Millions)
Construction Costs	960.6
Engineering, Survey, Testing, Misc.	251.6
Right-of-Way	93.3
Utility Relocations	28.3
Total Costs	\$1,333.8

Planning
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Gary Leuba

Right-of-Way Office

TxDOT – Dallas District

Planning
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Right-of-Way Acquisition Process

1. TxDOT Obtains:

- Environmental Clearance
- Local Agency Agreements
- Approved Right of Way Map
- Funding
- Release from TxDOT Austin to Begin Acquisition Process

Right-of-Way Acquisition Process

2. TxDOT Orders:

- **Property Title Information**
- **Five Year Sales Data**
- **Preliminary Title Commitment**

...TxDOT then makes pre-appraisal contacts with property owners.

Right-of-Way Acquisition Process

3. TxDOT Assigns Independent Appraisers:

- **Appraisers Contact Owners**
- **Appraisers Submit Appraisals**
- **TxDOT Reviews Appraisals for Approval**

Right-of-Way Acquisition Process

4. TxDOT's Acquisition Agent Presents Offer to Property Owner, Including:

- **Appraised Value of Property**
- **Compensable Damages to Remaining Real Property**
- **Relocation Assistance**

Right-of-Way Acquisition Process

5. Property Owner may then:

- a. **Donate Land,**
- b. **Accept Offer,**
- c. **Submit Counter Offer,**
if Appropriate.
- d. **Begin Eminent Domain Proceedings, if Agreement on Value is not Reached.**

Right-of-Way Acquisition Process

5b. When Owner Accepts:

- **Owner Signs Deed & Memorandum of Agreement**
- **TxDOT Issues Warrant to Owner & Title Company**
- **Owner Closes at Title Company and is Compensated for New Right-of-Way**

Right-of-Way Acquisition Process

5c. Owner Counter Offers:

- **Owner May Submit Counter Offer if Owner Believes it does not Represent Fair Market Value**
- **TxDOT Reviews Counter Offer and Either Accepts or Rejects It**
- **If Rejected, Owner may Accept Original Offer or Proceed to Eminent Domain**

Right-of-Way Acquisition Process

5d. Eminent Domain:

- Court Appoints 3 Commissioners to Hear Owner & TxDOT
- Commissioners Decide Award
- TxDOT Deposits Award in Registry of Court & Takes Possession
- Either Owner or TxDOT Shall Have the Right to Appeal to Jury Trial

Right-of-Way Acquisition Process

6. Relocation Assistance

- Administered by the State with no local government funding
- Available to those who qualify as a result of the acquisition of R.O.W. – Residential & Business
- For businesses, benefits may include personal moving costs and some reestablishment costs or a fixed payment

Right-of-Way Acquisition Process

6a. Relocation Assistance CONT.

- The Benefits Are Applicable To All Individuals, Families, Businesses, Farmers, Ranchers And Non-Profit Organizations Without Regard To Race, Color, Religion, Sex, Or National Origin.

Right-of-Way Acquisition Process

6b. Relocation Assistance CONT.

- If The Owner Will Need to Move, Do Not Do So Until Negotiations Have Begun Unless You First Secure A Written Notice Of “Intent To Acquire” From The Acquiring Agency.

Right-of-Way Acquisition Process

6c. Relocation Assistance CONT.

- Appeal Procedures Are Available For Displacees Who Do Not Agree With Any Amounts Offered For Relocation Reimbursement. (See Page 49 Of The “Relocation Assistance” Booklet)


Right-of-Way Acquisition Process

6d. Relocation Assistance CONT.

- See Pages 39 Thru 41 In The “Relocation Assistance” Booklet For Regulations Governing The Relocation Of Advertising Signs Which Are Not Purchased By The Acquiring Agency As Real Property.

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Right-of-Way Acquisition Process (Timeline 1 of 2)



1. TxDOT obtains: 1.5 to 2 years
 - Environmental Clearance - 4 to 6 mo
 - Local Agency Agreements - 4 to 6 mo
 - Approved ROW map - 1 year
 - Funding – Ongoing on an annual basis
 - Release from TxDOT Austin – 4 mo
2. TxDOT orders info - 2 to 4 mo
3. TxDOT appraisal process - 3 to 6 mo


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Right-of-Way Acquisition Process (Timeline 2 of 2)




4. TxDOT makes offer and closes – 6 to 18 mo
 - Accepts - 3 to 6 mo
 - Counter Offer - 3 to 12 mo
 - Eminent Domain - 6 to 18 mo
5. Property owner action - 6 to 18 mo
6. Relocation assistance - 1 to 3 mo

Note: For planning purposes it takes an average of 30 months from having agreements in place to acquire a parcel.

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Recess





We will return for public comments in 20 minutes


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Comments




Please:

**Use the microphone
and
Provide your name and address**

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LBJ West Section Public Hearing
June 5, 2003



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Attn: LBJ Project Office

Mailing Address:
P.O. Box 133067, Dallas, TX 75313-3067

Location Address:
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EXTRA SLIDES

➔



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